

Rev: 1/31/64

EXHIBIT D

LAND USE PROVISIONS, PLANNING OBJECTIVES

AND OTHER REQUIREMENTS

FOR THE DEVELOPMENT OF CASTLE SQUARE

PARCEL 1

The principal use of this parcel shall be housing to be constructed under the provisions and spirit of Section 221(d)(3) of the Federal program for housing moderate income families displaced by governmental action. It shall meet the rent and dwelling unit distribution provided herein. Approximately 500 units of 221(d)(3) housing shall be provided and local shopping may be provided at ground level.

MAJOR DESIGN OBJECTIVES

1. The development shall be compatible with existing row housing in the South End and shall be related to the community of which it is a part. High rise buildings shall be designed with a respect for the human scale of the original South End community.
2. A maximum number of the larger size dwelling units shall have access to private outdoor space either on the ground or on balconies.
3. Adequate recreation areas for small children and landscaped sitting areas for adults for use of residents shall be provided.
4. Convenient vehicular access shall be provided to the housing. The number of curb cuts in Tremont Street, Dover Street, and Shawmut Avenue shall be held to a minimum.
5. Local shopping shall be designed to produce an attractive street facing both Tremont Street and the new housing on the interior of the parcel. Use of arcades and small shopping courts is encouraged. Roof of the shopping space shall be attractive to the view and should be made available to the residents for appropriate recreational use.



6. Any parking structure shall be designed to be compatible with other buildings on the parcel.

## LAND USE CONTROLS

### Permitted Uses

Housing and related public and semi-public uses including parking. Local shopping and related uses may be developed along Tremont Street including parking.

### Number, Size and Distribution of Units

Approximately 500 units of 221(d)(3) housing units shall be provided. No more than 300 of these units may be in elevator structures. The exact number, size and distribution of dwelling units shall be submitted to the BRA for approval.

### Height and Building Type

Housing along Tremont Street may be provided in elevator buildings, a maximum of seven stories high. The balance of the 221(d)(3) housing units must be in buildings two to four stories high. These must provide a maximum number of individual entries to units.

The local shopping space shall be one story high and integrated with the housing along Tremont Street

Any parking structure shall be no more than three stories high (30 feet from grade to top parking level).

### Setback

The setback along Dover Street shall be 20 feet from the public right-of-way. The setback from Shawmut Avenue/Tremont Street and Herald Street may be zero, except that in order to prevent traffic hazards the Boston Redevelopment Authority, in its review of development proposals, may require a minimum setback at traffic intersections which setback shall be defined as a triangle with sides of 20 feet along each intersecting street.



### Signs

Signs shall be suitably integrated with the architectural design of the commercial structures which they identify. No sign shall project above the roof of the commercial structure. No flashing or animated signs shall be permitted. The amount of surface for fixed signs and advertising shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface of commercial use. The size, design, location and number of signs must be specified in all redevelopment proposals and approved by the Authority.

### Parking

Minimum on-the-ground parking for the 221(d)(3) housing of one car for every two units shall be provided by the BRA. The balance of parking spaces for this housing to provide one space for each unit shall be the responsibility of the developer and may be in a parking structure. In addition to the parking for the housing, 3 square feet of parking space shall be provided for each 1 square foot of commercial space. Parking required for commercial uses may be provided in public parking spaces not required to meet the parking requirements for housing units or in a parking structure. Additional parking spaces for commercial, industrial and institutional use may be provided in a parking structure within the limitation of height permitted.

### Easements

An easement for existing utilities in the right-of-way of existing Compton Street shall be maintained. Easements for utilities shall be provided by the developer for new utility lines. Electric power and telephone distribution shall be underground. Easements shall be checked and accepted by the Public Works Department.

#### Design Review

Site plans, plans and elevations of buildings and building specifications plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.

#### Development

The developer shall undertake the development of Parcel 1 under a single mortgage utilizing the provisions of Section 221 (d)(3).

The developer shall devote not less than 1% of construction costs to provide street furniture, sculpture, pools or other physical amenities to enhance the development.



## PARCEL 2

The principal use of this parcel shall be housing for the elderly to be constructed by the Boston Housing Authority. Approximately 100 units shall be provided.

### MAJOR DESIGN OBJECTIVES

1. The development shall be compatible with existing row housing in the South End and shall be related to the community of which it is a part. High rise buildings shall be designed with a respect for the human scale of the original South End community, and shall be coordinated with the design of other high rise buildings to be built in Castle Square.

2. Recreation and landscaped sitting areas for use of residents shall be provided.

3. Convenient vehicular access shall be provided to the housing.

### LAND USE CONTROLS

#### Permitted Uses

Housing and related public and semi-public uses. No parking on the site shall be permitted.

#### Number, Size and Distribution of Units

Approximately 100 units of housing shall be provided.

#### Height and Building Type

Housing on the site shall be provided in elevator buildings, a maximum of seven stories high.

#### Signs

The size, design, location and number of any sign must be approved by the Authority.

#### Parking

Off-site parking areas adjacent to the parcel shall be publicly provided.

### Easements

Easements for utilities shall be provided by the developer for new utility lines. Electric power and telephone distribution shall be underground. Easements shall be checked and accepted by the Public Works Department.

Easements for public passage under the buildings shall be provided by the developer.

### Design Review

Site plans, plans and elevations of buildings and building specifications plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.



### PARCEL 3

The principal use of this parcel shall be light manufacturing. This use shall be in keeping with the location of this site within the heart of the City. Manufacturing processes should be restricted to those that are relatively noiseless, odorless and smokeless.

#### The Major Design Objectives

##### 1. ARCHITECTURAL UNITY

It is highly desirable that all new structures constructed on this site achieve a high level of architectural unity. This may be accomplished through the use of similar materials, roof heights, roof profiles, scale of openings, treatment of details, etc.

##### 2. PARKING

It is desirable to locate all parking and loading at an internal site location so that large open expanses of parking and pavement are not visible from the public right-of-way. This is particularly important on Shawmut Avenue.

##### 3. ROOFS

Roofs shall be organized so that all vents and chimneys and any other projections are architecturally organized and detailed so that they will provide an attractive appearance when viewed from pedestrian level along the public right-of-way and from windows of high buildings in the vicinity.

##### 4. LANDSCAPING

Trees and plant material shall be added to the site in appropriate areas and appropriate amounts. This is particularly important in the areas along Shawmut Avenue and those adjacent to the church parcels. Planting and attractive fencing shall be provided to screen parking areas from the view of adjacent housing and church sites.

##### 5. NIGHT LIGHTING

Lighting shall be provided to insure the safety of those using the parking lots and pedestrian paths within the parcel. Lighting fixtures shall be shielded to prevent glare to motorists and pedestrians. All fixtures shall be in architectural harmony with the new buildings constructed on the site.



## 6. HANDICAPPED PEOPLE

All new buildings in this parcel should be designed, insofar as feasible, so that persons in wheel chairs may enter and leave and travel about the buildings in a reasonable manner without undue obstructions. It is desirable that appropriate entrances and exits for such persons be constructed on all major frontages.

## LAND USE CONTROLS

### Permitted Uses

Light manufacturing, storage (enclosed) and distributive uses, retail except automobile, trailer or scrap; eating and drinking establishments; places of entertainment; offices; related off-street parking and loading.

### Height and Building Type

Buildings shall be designed to be compatible with the adjacent housing and church structures, and landscaping shall be provided.

### Setback

None required on Herald Street, Dover Street or Shawmut Avenue except that, in order to prevent traffic hazards, the BRA in its review of development proposals may require a minimum setback at traffic intersections, which setback shall be defined as a triangle with sides of 20 feet along each intersecting street. A 16' setback is required from the Washington Street right-of-way. Maximum floor area ratio: 6.0.

### Signs

Signs shall be restricted to non-flashing and non-animated types, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project above the roof of the structure on which it is mounted. No sign shall project beyond the face of the building more than 24 inches. Sign surface shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface of the first two floors in that occupancy of the structure. The size, design, location, and number of signs must be specified in all Redevelopment proposals and approved by the Authority.



#### Off-Street Parking

One on-site space for each five employees of industrial and commercial uses. Additional one square foot for each square foot of floor space for retail use or one space for every five persons served at any one time in eating establishments.

#### Off-Street Loading

All loading bays must be constructed so that no on-street maneuvering is necessary. Access to loading bays shall be limited to Washington Street and Herald Street. Loading bays shall be provided as required by the applicable zoning ordinance.

#### Basements

An easement for existing utilities in the right-of-way of existing Compton Street shall be maintained.

#### Development

The developer shall devote not less than 1% of construction costs to provide street furniture, sculpture, pools, landscaping, or other physical amenities to enhance the development.

#### Design Review

Site plans, plans and elevations of buildings and building specifications plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.



## PARCELS 4 & 5

The principal use of these parcels shall be institutional. It is expected that they shall be devoted to purposes ancillary to the Holy Trinity Church on Shawmut Avenue.

### The Major Design Objectives

#### 1. ARCHITECTURAL UNITY

It is highly desirable that all new structures constructed on these sites achieve a high level of architectural unity with the Holy Trinity Church. This may be accomplished through the use of similar materials, roof heights, roof profiles, scale of openings, treatment of details, etc.

#### 2. PARKING

It is desirable to locate all parking at an internal site location so that large open expanses of parking and pavement are not visible from the public right-of-way. This is particularly important on Shawmut Avenue.

#### 3. ROOFS

Roofs shall be organized so that all vents and chimneys and any other projections are architecturally organized and detailed so that they will provide an attractive appearance when viewed from pedestrian level along the public right-of-way and from windows of high buildings in the vicinity.

#### 4. LANDSCAPING

Trees and plant material shall be added to the sites in appropriate areas and appropriate amounts. This is particularly important in the areas along Shawmut Avenue. Planting and attractive fencing shall be provided to screen parking areas from the view of nearby housing developments.

#### 5. NIGHT LIGHTING

Lighting shall be provided to insure the safety of those using any parking lots or pedestrian paths within



the parcel; Lighting fixtures shall be shielded to prevent glare to motorists and pedestrians. All fixtures shall be in architectural harmony with the new buildings constructed on the sites.

#### 6. HANDICAPPED PEOPLE

All new buildings in these parcels should be designed, insofar as feasible, so that persons in wheel chairs may enter and leave and travel about the buildings in a reasonable manner without undue obstructions. It is desirable that appropriate entrances and exits for such persons be constructed on all major frontages.

### LAND USE CONTROLS

#### Permitted Uses

Institutional and church uses, and uses ancillary thereto; related off-street parking.

#### Height and Building Type

Buildings shall be designed to be compatible with the nearby housing and church structures, and landscaping shall be provided. Maximum floor area ratio: 6.0.

#### Setback

None required, except that, in order to prevent traffic hazards, the BRA in its review of development proposals may require a minimum setback at traffic intersections, which setback shall be defined as a triangle with sides of 20 feet along each intersecting street.

#### Signs

The size, design and location of any signs must be approved by the Authority.

#### Development

The developer shall devote not less than 1% of construction costs to provide street furniture, sculpture, pools, landscaping, or other physical amenities to enhance the development.



### Design Review

Site plans, plans and elevations of buildings and building specifications, and plans and designs for signs shall be subject to design review and approval of the Boston Redevelopment Authority.



## PARCEL 6

The principal use of this parcel shall be public walks, park areas, drives and parking areas.

### Major Design Objectives

1. All open areas shall be attractively landscaped to provide a pleasing environment for the residents of Parcels 1 and 2.
2. Adequate recreation areas for small children and sitting areas for adults shall be provided.
3. Paving and landscaping shall be designed to be compatible with paving and landscaping provided on Parcels 1 and 2.
4. All open areas shall be suitably lighted at night for the comfort and safety of the public.

## LAND USE CONTROLS

### Permitted Uses

Pedestrian Walks; park areas; drives and parking areas.

### Parking

Parking shall be restricted to the use of residents of Parcels 1 and 2.

### Signs

The size, design and location of any sign must be approved by the Authority.

### Easements

An easement for existing utilities in Compton Street shall be maintained.

### Design Review

Plans and specifications for paving, landscaping, and all other improvements shall be subject to design review and approval of the Boston Redevelopment Authority.



ADDENDUM NUMBER 1 TO EXHIBIT D, LAND USE PROVISIONS,  
PLANNING OBJECTIVES, AND OTHER REQUIREMENTS FOR THE  
DEVELOPMENT OF CASTLE SQUARE

Not-to-be-Acquired Parcels

The two buildings which lie on excluded parcels, 100 Shawmut Avenue and the Holy Trinity Church building are in good structural condition, are not needed for public improvements, and are or can be made compatible with the requirements and objectives of this Exhibit D. To the extent that a building is not presently compatible therewith, agreements will be entered into between the Authority and the owner, providing for whatever work is needed to make it so compatible and subjecting the property to the continuing controls of the Plan. Where the owner of such a structure refuses to enter into such an agreement or fails to carry out the required improvements within the time provided in the agreement, the property will be subject to the eminent domain powers of the Authority.

A. 100 Shawmut Avenue

1. For the existing building:

a. Permitted Uses:

The principal use of this structure shall be light manufacturing. This use shall be in keeping with the location of this site within the heart of the City. Manufacturing processes should be restricted to those that are relatively noiseless, odorless, and smokeless. Uses may also include storage (enclosed) and distribution, retail except automobile, trailer or scrap; eating and drinking establishments; offices; related off-street parking and loading.

b. Building Requirements:

1. All visible facades of the building shall be cleaned, treated, and maintained in such a manner as to make the building compatible with the new developments in Castle Square.
2. Access for loading and parking shall be from Herald Street only and shall be done off-street.



3. Signs shall be suitably integrated with the architectural design of the structure. No sign shall project above the roof. No flashing or animated signs shall be permitted. The amount of surface for fixed signs and advertising shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface at each floor level. The size, design, location and number of signs must be specified in all rehabilitation proposals and approved by the Authority.
  4. Existing parking and loading facilities must be maintained for this purpose. This area must be adequately lighted at night for purposes of safety. However, no lights shall glare into traffic on the abutting streets or into the housing areas in Castle Square.
  5. Any changes to the existing structure, affecting the exterior of the structure, shall be subject to design review and approval of the Boston Redevelopment Authority.
  6. All open areas shall be attractively landscaped, and all parking and loading areas shall be screened from the street and from adjacent Church property by appropriate foliage or suitable walls. Parking for visitors to the Holy Trinity Church shall be permitted at times when such facilities are not otherwise in use.
2. If the existing structure should be destroyed or demolished, the following controls shall apply:

a. Permitted Uses:

Light manufacturing, storage (enclosed) and distributive uses, retail except automobile, trailer or scrap, eating and drinking establishments; places of entertainment; offices; related off-street parking and loading.

b. Building Requirements:

The controls and objectives for Parcel 3, set forth in Exhibit D, shall apply.



B. Holy Trinity Church

1. For the existing building:

a. Permitted Uses:

This parcel shall be devoted to institutional uses.

b. Building Requirements:

The existing Church building shall be maintained in good condition.

2. If the existing structure should be destroyed or demolished, the following controls shall apply:

a. The religious facilities now existing may be rebuilt in a manner acceptable to the Boston Redevelopment Authority after design review.

b. If alternative "a" should prove undesirable or unfeasible, the affected parcels shall become subject to the same controls as is Parcel 3 in Exhibit D. However, if Parcels 4 and 5 have already been developed, the land shall be used in such a way as to be compatible with the uses on Parcels 4 and 5. This may include institutional or residential use. Any new building on this site shall be subject to design review and approval by the Boston Redevelopment Authority.

ADDENDUM NUMBER 2 TO EXHIBIT D, LAND USE PROVISIONS,  
PLANNING OBJECTIVES, AND OTHER REQUIREMENTS FOR THE  
DEVELOPMENT OF CASTLE SQUARE

Special Condition Under Which Property Designated  
For Demolition May Not Be Demolished

1083 Washington Street, a portion of Parcel 3, is presently designated for demolition by the Boston Redevelopment Authority. However, if within 6 months after approval by the Authority of this Addendum Number 2, the developer of Parcel 3 presents a feasible proposal for the development of Parcel 3 which contemplates the retention of the portion of this property which fronts on Shawmut Avenue, which is approved by the Authority, said portion shall not be demolished. In such event, the following controls shall apply:

a. Permitted Uses:

Shall be the same as those permitted throughout the remainder of Parcel 3.

b. Building Requirements:

1. All visible facades of the building shall be treated and maintained in such a manner as to make it compatible with the new developments in Castle Square. The Shawmut Avenue facade of the existing structure shall be given extensive treatment in order to make it clean and uniform in design with adjacent new construction. This may be satisfied by pointing and cleaning existing brick or by screening the entire facade with a curtain wall. Other walls of the structure are to be harmonious, in either case.
2. Access for loading and parking shall be from Washington Street only.
3. Parking and loading facilities shall be expanded to meet adequately the needs of the occupant. Enough space off-street must be allotted in order that the company's fleet of trucks will not have to park on either Washington Street or Shawmut Avenue. All open areas shall be screened with foliage or walls to block views from the street. On Shawmut Avenue, this screen must be integrated with the facade of the structure on Shawmut Avenue.



4. Signs shall be restricted to non-flashing and non-animated types, identifying only the establishment and nature of its products. All signs must be suitably integrated with the architectural design of the structure which they identify. No sign shall project above the roof of the structure on which it is mounted. No sign shall project beyond the face of the building more than 24 inches. Sign surface shall be limited to eight (8) square feet per one hundred (100) square feet of front facade surface of the first two floors in that occupancy of the structure. The size, design, location, and number of signs must be specified in all Redevelopment proposals and approved by the Authority.
5. Parking and loading areas shall be adequately lighted at night for purposes of safety. However, no lights shall glare into traffic on the abutting streets or into the housing areas in Castle Square. All fixtures shall be subject to design review and approval by the Authority.
6. Existing roofs shall be cleared of debris and maintained in an attractive way, since they can be viewed from the proposed housing.
7. Any changes in the existing structure, either required above or proposed by the owner or developer, shall be subject to design review and approval of the Boston Redevelopment Authority.



January 20, 1965

M E M O R A N D U M

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

SUBJECT: AMENDMENT NO. 2 TO LAND USE PROVISIONS, PLANNING  
OBJECTIVES AND OTHER REQUIREMENTS FOR THE DEVELOPMENT  
OF CASTLE SQUARE

The Plan for Castle Square as reflected in the Land Use Provisions, Planning Objectives and Other Requirements, which represent the Urban Renewal controls for this area, provides that parking for the residents will be available in parking courts provided by the City as part of the interior drive system. These controls provide that parking in these areas should be restricted to the use of residents of Castle Square.

The HHFA has raised objection to this restriction and has asked that it be deleted from the controls on the grounds that parking areas so restricted are not really public. Since as a practical matter, the areas concerned will be in fact used almost exclusively by Castle Square residents, I recommend that we accommodate the request of HHFA and eliminate on Page 13 of said Land Use Provisions the sentence: "Parking shall be restricted to the use of residents of Parcels 1 and 2."

An appropriate vote is attached.



